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C. INS 010				
D. 18/1315Z		•		
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TOPSECRET

PAGE TWO

WILL BE CHECKED AGAINST FILM TO LOCATE ANY ERRORS.

TOPSECRET TOR: 18/2116Z OCT 67

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A. BX6729

B. FLASH REPORT AFTER PROCESSING

C. I

D. F

E. THE FILM ARRIVED IN GOOD PHYSICAL CONDITION WITH NORMAL EXPOSURE, MEDIUM CONTRAST, GOOD RESOLUTION, AND OPERATIONAL DATA RECORDING. APPROXIMATELY HALF OF FORWARD CLOCK IN THE IMAGE AREA THROUGHOUT MISSION ON FORWARD FRAMES. START-UP WAS NORMAL WITH OVERLAP AND SHUTTLE MOTION NOTED THROUGHOUT INITIAL IN FRAMES. CAMERA RECYCLED FROM FRAMES 482-510. SHUT DOWN WAS NORMAL. EMULSION ABRASIONS IN THE FIRST 20 FRAMES WERE NOTED, 3" FROM TRAILING EDGE, 1" LONG INTERMITENTLY OCCURRING APPROX EVERY FOOT. MINUS DENSITY LINE, 1 1/4" FROM TRAILING EDGE, ON ALL AFT FRAMES. DATA CHAMBERS UNDEREXPOSED

TOPSECRET

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TOPSECRET

PAGE TWO

AND OUT OF FOCUS FROM FRAME 702 THRU 930. PLUS DENSITY LINE 2 1/2" FROM LEADING EDGE ON FRAMES 776 THRU 862.

TOPSECRET TOR: 18/1911Z OCT 67

TOP SECRET

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- A. MISSION NBR. BX6729
- B. FINAL EVALUATION OF INS DATA
- C. INS 010

SUBJ:

D. DATA STARTS LINE 27, TIME 01514.

DATA ENDS LINE 671, TIME 12407.

ALL RECORDINGS BETWEEN TIMES 01756 AND 05038, LINE 74 ARE BAD DUE TO TAPE TRANSPORT TURN ON. SUGGEST DELETION.

ALL RECORDINGS RETWEEN TIMES 0679 0 AND 10647 LINE 381 ARE BAD DUE TO TAPE TRANSPORT TURN ON. SUGGEST DELETION.

TOPSECPET TOR: 181312Z OCT 67

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	PRIORITY	25X
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	GENERAL BACALIS FROM	25X
X1	1. HAD AN EXCELLENT MISSION TODAY CONSIDERING THE LOCAL	
	WEATHER PROBLEM FOR TAKEOFF AND LANDING. THE WEATHER OVER NVM	
	WAS BETTER THAN BRIEFED AND HE ONLY SAW A FEW WISPS OF CIRRUS	
	A A A A A A A A A A A A A A A A A A A	
	MONI UMEDI OL HUMOT MD BONT INC. IL DITTO	
	FT OF FILM WAS TRANSPORTED AND TURN ON TIMES WERE AS BRIEFED.	
	HE DID SWITCH FROM POSITION C TO 3 AND BACK A COUPLE OF TIMES EVEN	
	THOUGH CLOUD COVER WAS MUCH LESS THAN 30 PERCENT.	
	2. THE ROUTE FLOWN AND TIMING WAS EXACTLY AS BRIEFED. HE GOT	
	66.600 AND 66.700 LBS OF FUEL AT EACH AR. ARC-50 AND TACAN WAS	
	VERY GOOD. HE DID TURN SIP OFF ABOUT 100 MILES EARLY COMING	
	HOME AS HE WANTED TO GET THE INLET RECORDER GOING TO RECORD THE	
	HUME AS HE MANIEU IN GET THE THEET RECORDED GOING TO RECORD THE	25
	INLET PROBLEMS.	
	3. THE ARTICLE RAN GOOD THROUGH THE FIRST LEG. AFTER	

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00.74	TOPSECRET
25X1	IN 68461 PAGE 2
	CLIMB OUT AND LEVEL OFF, HE NOTED A NERVOUS RIGHT SPIKE AND BY THE
	TIME HE HAD PENETRATED THE SPIKE WAS THUMPING VERY BAD. JUST BEFORE
	HANOI HE WENT TO MANUAL SPIKE CONTROL AND THEN THE RIGHT FORWARD
	DOOR WENT OPEN - WHICH IT SHOULDN'T DO. THINGS WENT OK FOR AWHILE.
	AFTER EXITING DENIED TERRITORY AND HE HAD GIVEN HIS A CODE, I
	CALLED HIM TO CUT SHORT AT HAINAN AND TO COME ON HOME. HE ACKNOWLEDGED
	OK BUT HIS TROUBLES STARTED THEN WITH A MILD UNSTART. DIDN'T
	KNOW HOW TO CLEAR IT AS HE HAD SEVERAL UNSTARTS OR COMPRESSOR
	STALLS (BOTH ALIKE IN THIS CASE). GOT THE AFT DOORS SETTLED IN
	B POSITION AND ALL HELD TOGETHER FROM THERE ON. HE CAME BACK
	TO MIN BURNER AND MANAGED TO GAIN ALMOST 4000 LBS OVER PROGRAMMED
25X1	FUEL OVER HOME. SAID HE WAS WITHIN AN EYELASH OF GOING TO
25X1	WITH HIS INLET PROBLEMS.
·	4. PENETRATION ON THE FIRST LEG WAS BETWEEN 81-82M AND THE
	SECOND LEG WAS AT 79M. CRUISED HOME FROM HAINAN AT 76-77M AND WAS
	IN A LIGHT CIRRUS DECK BOTH WAYS. (SAW THE TYPHOON EYE JUST TO THE
	NORTH OF TRACK ON BOTH LEGS AND TURBULENCE WAS MODERATE TO SEVERE
25X1	AT 77M. HE WAS AFRAID ANDIS FEARLESS.
	5. TERMINAL WEATHER FOR TAKEOFF WAS FAIR AFTER FIRST DELAYED.
	FOR LANDING IT WAS 600 FT AND 1 1/2 MILES. HAD THE STRIP ALERT
	TANKER AIRBORNE AND IN THE CLEAR AT 15M READY TO GIVE HIM FUEL.
25X1	HAD 13M LBS OF FUEL SO I FELT HE COULD SAFELY MAKE AT LEAST
	ONE PASS AT THE FIELD WITH THAT MUCH. 3 MINUTES AFTER HE LANDED

IT WENT TO LESS THAN A MILE FOR ABOUT 8 MINUTES. NOW I KNOW WHY

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25X	TOPSECRET	
	IN 68461	PAGE 3
25X1	COMMANDERS GET GREY HAIR. 6. SINCERELY FEEL THAT DID AN OUTSTANDING JOB ON THE MISSION CONSIDERING WEATHER, INLETS AND A PITCH AUTOPILOT PROPERTY OF THE PROP	
25X1 [BELIEVE A SHORT NOTE FROM YOU WOULD BE HEARTENING TO HIM AND OTHER BOYS AS WELL.	
	8. WE ARE READY TO GO FOR TOMORROW BUT THE WEATHER BRIE	
	TONITE WAS MOST GRIM. IF YOU DECIDE TO CANCEL LATER ON I C	

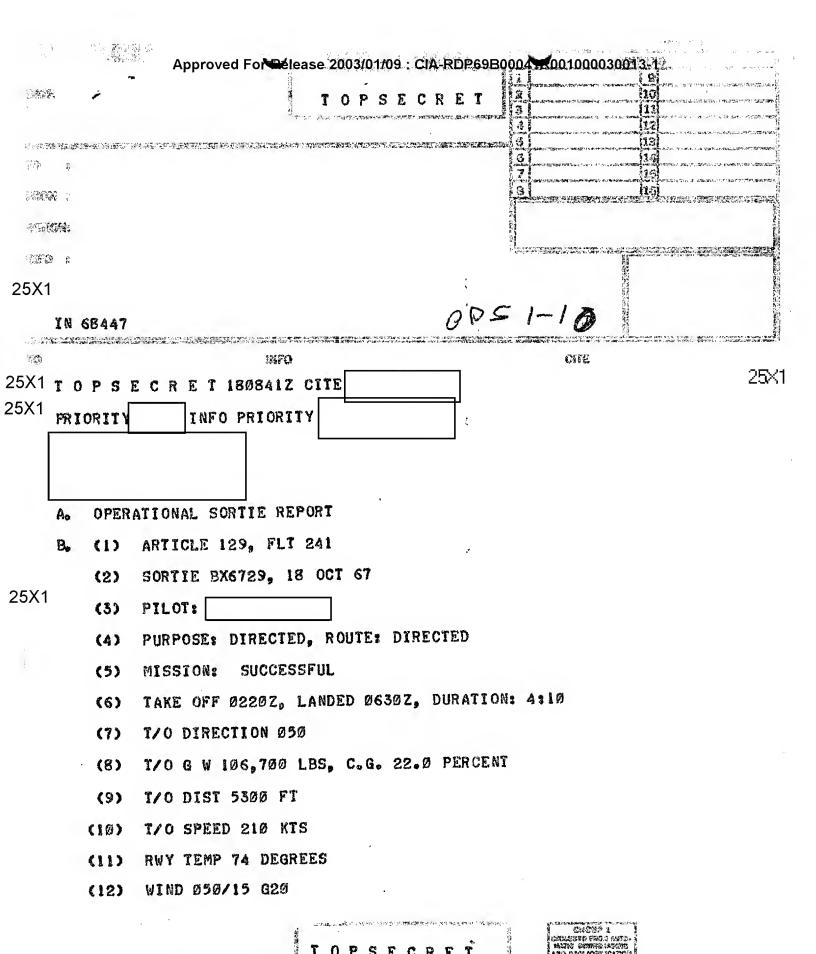
8. WE ARE READY TO GO FOR TOMORROW BUT THE WEATHER BRIEFING
TONITE WAS MOST GRIM. IF YOU DECIDE TO CANCEL LATER ON I CAN SURE
USE A COUPLE OF DAYS TO DO SOME POSTFLIGHTS ON THE TANKERS AND
I WOULD LIKE TO GET 127 UP ON A LOCAL FLIGHT TO ASSURE MYSELF THAT
WE HAVE DEFINITELY CLEARED AN AUTOPILOT PROBLEM. I WOULD USE IT
ON A MISSION IF NECESSARY.

T O P S E C R E T TOR: 181049Z OCT 67

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TOPSECRET

IN	68447	PAGE :	2

- (13) PRESSURE ALT PLUS 180 FT
- (14) MAX ALT 81,000 FT
- (15) MAX MACH 3.21
- (16) AB TIME: LEFT 3:05; RIGHT 2:45
- (17) TIME AT/ABOVE M2.0: 2 PLUS 45
- (18) TIME AT/ABOVE M2.6: 2 PLUS 25
- (19) TIME AT/ABOVE M2.8: 2 PLUS 35
- (20) TIME AT/ABOVE M3.0: 1 PLUS 50
- (21) TIME AT 3.2: PLUS ØI
- (22) TOTAL A/C TIME: 359:20
- (23) Q-BAY/SPECIAL EQUIP: PKG I
- (24) CIT 405 DEGREES AT 3.21 MACH
- C. SUMMARY: TAKEOFF NORMAL. FIRST AIR REFUELING COMPLETED WITH 67,700 LBS FUEL ON BOARD. CLIMB 3.1 MACH CRUISE LEG AND DESCENT FLOWN AS BRIEFED. SECOND AIR REFUELING COMPLETED WITH 67,500 LBS FUEL ONBOARD. CLIMB NORMAL. THE RIGHT INLET SPIKE HAMMERED AT CRUISE ON SECOND LEG. PACKAGE I WAS OPERATED AS BRIEFED AND APPARENTLY SUCCESSFUL ON BOTH LEGS. EWS OPERATION SATISFACTORY. FUEL OPTION ROUTE WAS FLOWN ON RETURN. DESCENT AND LANDING NORMAL.
- D. DISCREPANCIES:
 - 1. RIGHT HAND INLET SPIKE HAMMERED CONTINOUSLY NEAR END OF MISSION.
- 2. LEFT HAND INLET SPIKE APPEARED TO HAMMER SLIGHTLY AT END OF MISSION.
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25X1

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PAGE 3

25X1 TOPSECRET
IN 68447

AT CRUISE ON SECOND LEG.

4. LEFT HAND TEB COUNTER DID NOT RECORD A/B SHOTS.

T O P S E C R E T TOR: 180656Z OCT 67